





Today's  
Advertisements.

## NOTICE.

MR. C. P. CHATER invites the Owners and Agents of Lots on the Praya fronting the Sea situated in the Wanchai District, from ARSENAL STREET to CAUSEWAY BAY, to meet him at the Chamber of Commerce Room in the CITY HALL, on WEDNESDAY, the 17th April, at 3 p.m., to consider the proposals embodied in his correspondence with the Government recently published for a Reclamation of the foreshore within the limits above mentioned, and to pass a Resolution on the subject.

Hongkong, 10th April, 1901. [413c]

## PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on TUESDAY, the 16th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 10th April, 1901. [414c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. THE Company's Steamship.

"THALES." Captain Robson, will be despatched for the above Port, TO-MORROW, the 11th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 10th April, 1901. [411c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship.

"ESMERALDA." Captain G. T. Blaxland, will be despatched as above on FRIDAY, the 12th instant, at 5 p.m.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th April, 1901. [409c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship.

"PERLA." Captain R. W. Almond, will be despatched as above on MONDAY, the 15th instant, at 5 p.m.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th April, 1901. [399c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship.

"ANPING MARU." Captain S. Asumi, will be despatched for the above Port, on WEDNESDAY, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 10th April, 1901. [321c]

NOTICE TO CONSIGNEES.

S.S. "LOWTHER CASTLE," FROM NEW YORK.

CONSIGNEES of Cargo are hereby notified that the Hongkong Cargo by above steamer was transhipped at Singapore and arrived yesterday by the S.S. "CHELYDRA."

All Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 19th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 10th April, 1901. [412c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Company's Steamship.

"CHELYDRA." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 12th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th April, 1901. [410c]

WANTED.

THREE or FOUR LADS to SELL the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION PAID.

Apply Personally at THIS OFFICE.

Hongkong, 11th January, 1901.

## Intimations.

## EYE-SIGHT.

Mr. N. LAZARUS, Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.) (Nearly opposite the HONGKONG HOTEL). Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' tending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight. ADVICE FREE. [415b]



A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

STERILIZED WATERS

IN THE FAR EAST.

THE MOST PERFECT SYSTEM

OF FILTRATION

of the Water is employed,

guaranteeing

ABSOLUTE PURITY,

which is confirmed by repeated

reports of the

HIGHEST EXPERT AUTHORITIES.

WATERS Manufactured by us

are acknowledged by the principal

English makers to be EQUAL TO

THOSE OF THEIR OWN PRO-

DUCTION.

Manufactured under EXPERT

ENGLISH SUPERVISION.

Special Terms to large consumers.

A. S. WATSON & CO. LIMITED,

HONGKONG DISPENSARY.

DEATH.

On Saturday, 30th March, at 33, Passir Panjangan Road, Singapore, ONG CHIH NEO, the beloved wife of Yeo Hong Ghee. Aged 78 years. R.I.P.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 10, 1901.

NOTES AND COMMENTS.

The Seizure of the "Lorna Doone."

The seizure of the s.s. *Lorna Doone*, belonging to the Rajah of Sarawak, by the officials of the British North Borneo Government, as related by our Labuan Correspondent, certainly reads more like an incident from one of GILBERT and SULLIVAN'S operas than a plain tale of latter day fact. To seize a steamer because she happens to be carrying a couple of tins of opium, entered on her manifest as through cargo and untampered with, is about as unreasonable an act as one could well expect, even from a Chartered Company. We presume, however, that Rajah Brooke will not allow the matter to rest but will report the facts of the case to the High Commissioner for Borneo.

The more one hears of the stupid blunders made by the British North Borneo Company in the administration of their territory, the more convinced one becomes that the time has arrived for the British Government to step in and take the country over. The second incident related by our correspondent shows the very peculiar methods adopted by the Company. That a man should be fined for having a promissory note made out by an unqualified man is almost beyond belief, and means that the Company are apparently playing directly into the hands of the one man who practices law. As he, according to our correspondent, is unqualified, we utterly fail to see the aim of the Borneo Court. We hear that there is likely to be a representation made to the High Commissioner on this subject and, if the facts are as stated, it certainly requires looking into. No wonder that Governor CLIFTON refused to stay long in the service of the Company.

WEATHER REPORT.

The Observatory report says:—

On the 10th, at 12.5 p.m. the barometer has risen slightly on the E. coast of China, fallen in the extreme North. The depression seems to have moved into the Sea of Japan. Gradients slight on the China coast and in the N. part of the China Sea. Forecast:—Moderate N.E. winds; drizzling rain.

## REUTER'S TELEGRAMS.

## THE PLAGUE AT CAPE TOWN.

LONDON, April 8th. Up to the present 445 cases of plague have occurred at Capetown, including 83 Europeans. 130 deaths have been recorded.

## BRITISH SOUTH AFRICA.

The Boers are again active in Cape Colony.

The seventh New Zealand Contingent has embarked at Wellington for South Africa.

## THE MARSEILLES STRIKE.

The Marseilles dockers have resumed work.

## THE SOMALILAND EXPEDITION.

Preparations for an advance of the Somali expedition against the Mad Mullah are proceeding rapidly.

## BRITISH SOUTH AFRICA.

Colonel Plumer's force is now a day's march from Petersburg. Scheepers' commando captured 75 Lancers and Colonials twenty miles north of Aberdeen on Saturday last.

## THE VISIT OF THE ITALIAN SQUADRON TO TOULON.

The Italian Squadron met with a grand reception at Toulon.

## LOCAL AND GENERAL.

The French Mail of the 11th March was delivered in London on the 9th instant.

H.M.S. *Goliath*, accompanied by the destroyer *Handy*, is expected to leave for Wei-hai-wei on Saturday next.

Houseys are said to be so scarce in Seremban at present that no sooner does anybody begin to build one than a tenant comes forward with a year's advance of rent in order to engage it.

H.M.S. *Aurora* left yesterday for Singapore to meet the Duke and Duchess of York and will be followed by the *Arcturion*, *Linnet* and *Rosario*. The warships now at Singapore are the *Pigmy* and *Algerine*.

It has been decided that the various postal issues of each State of the Australian Commonwealth will remain unchanged until the new Federal stamps are ready for issue, which may take twelve months or more.

The notorious Dr. Tanner, the Nationalist M.P., was stated on the 23rd of February to be in a dying condition in London. He attended the opening of Parliament against his doctors' orders, and shortly after was confined to his bed.

In a cricket match between eleven, representing the S. R. C. and R. C. C., on Saturday, says the *Straits Times*, the Recreation Club won by 13 runs. [Evidently the R. C. C. must have had a touch of the sun to suffer such an utter solar eclipse.—Ed., H.K.T.]

The following, says the *Daily Chronicle*, is copied from the label of a bottle of kummel:—"This fine aromatic liquor of cumin being carefully distilled by me from exquisite green cumin must be recommended at the best as an excellent and savoury hygienical middle."

The inspectors of the Sanitary Department, says the *Straits Times*, deserve much credit for their success in clearing the verandahs. It is practicable now to walk from Rochore to Tanjong Pagar along the five-foot way. What a pity we cannot do the same in Hongkong!

We shall be obliged if any subscriber receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

The Rev. W. Buckland, from experiments on tons in holes of oolitic limestone and sandstone covered with glass, finds that while limestone preserved them alive, sandstone killed them. His conclusion is that unless a toad imprisoned in a stone gets a little air it cannot live a year, and unless it gets food it cannot live two years.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Anon. .... \$30

Rev. Mr. Kircher. .... 5

Rev. G. Gussmann. .... 5

Rev. Mr. Zimmerling. .... 5

Sums under \$5. .... 16

OUR morning contemporary, the *Water Authority* has been playing a joke on the inhabitants of this Colony. We understand the Authority to say that water wasn't wanted lately at the Peak, as the people there are up in the clouds. The Authority is under one, owing to the depressing dampness, and doesn't see why he should flood his lower levels with cold water. Water joke!

It is not generally known that there are traces of snake worship at Penang. On the line of the proposed Hill Railway near Moni's Road there is a mangrove tree in which a snake lives. This snake is worshipped and the tree is held to be sacred, none of its fruit being touched. At Sungai Klau, there is a Chinese temple where snakes are kept near the idol and are looked upon as holy.

Mr. E. P. Gueritz, the Government Secretary in British North Borneo, has introduced golf at Sandakan and a very fair preliminary course may be had by using part of the grounds of the Government Secretary's official residence, and the Buntangor, Betar Estate, giving an area of about 16 acres, with room for 6 holes, with a drive of about 250 yards between each. On the evenings several gentlemen "go the round."

SHORTLY before the sailing of the *Ophir*, from Portsmouth, with the Duke and Duchess of Cornwall and York on board, orders were issued requiring the ship's company of the *Ophir* to be vaccinated. A portion of the civilian firemen on board refused to comply with this order, and as the rest of the firemen sympathised with them in this stand, all were dismissed. Their places were afterwards filled by firemen from the Naval Depot at Portsmouth.

We beg to call the attention of our readers to an advertisement appearing in our columns re a meeting to be held on the 17th inst. in the City Hall at 3 p.m. of the owners and agents of Lots on the Praya fronting the sea, situate in the Wanchai district, from Arsenal Street to Causeway Bay to consider the proposals embodied in the Hon. G. P. Chater's correspondence with the Government for a reclamation of the foreshore within the limits mentioned above and to pass a resolution on the subject.

A CORRESPONDENT of the *Malay Mail* of the 1st inst. says:—Mr. Wise is not expected to visit Kuala Lipis. On the arrival of Mr. Hugh Clifford, C.M.G., Mr. Wise will probably return to the Western Coast via Singapore. I hear that there is no truth in the rumour that Mr. Wise might be confirmed in the Negri Sembilan Residency in the same way as the late Mr. Arthur Butler was made Resident of Pahang. It is now said that either Mr. Conway Belfield or Mr. Hewitt will be appointed to the Negri Sembilan. The former—almost for certain.

A CORRESPONDENT writes to the *Pinang Gazette*:—Much discussion has taken place this week owing to a new by-law having been passed by the P. C. C. Committee regarding cricket. It states that if a tamby fields for any player and makes a catch he will be credited with 50 cents and the player debited with a similar amount. The public in general fail to see what fine point in the game this rule is intended to develop. Report says it is meant to make the tamby keener in catching. Would that the Committee could pass a by-law that would affect certain players in this respect.

EARL ROBERTS says the *Rangoon Times*, has accepted the dedication of the grand March "The Victors' Return," composed by Monsieur E. Stradiot, late Director of the Band of H. E. the Governor of Madras. The March is composed of three distinct bands—funereal, military band and full orchestra—and is of a most striking and elaborate character. It is a thoroughly original and scholarly composition and the great difficulty will be to secure sufficient performers locally to do it adequate justice. A copy of the full score, beautifully bound in leather, with gold lettering, has been prepared for presentation to Earl Roberts, and will be despatched to His Lordship.

MR. R. M. LITTLE, the Resident of Labuan, has just been on tour on the mainland of British North Borneo opposite that island. He visited the Padas River which forms the northern boundary of the Eastern Extension Telegraph Company's concession of 20,000 acres, inspected last year by a Ceylon expert, and pronounced most suitable for the cultivation of india-rubber vines. But the apparent want of local labour appears to have deterred further action. Where a similar difficulty exists on the north and east coasts of Borneo, the tobacco planters import Javanese labour at a cost of \$40 per head, of which some \$20 is recoverable from the coolie. The expense of procuring labour in Ceylon is said to be much the same.

THE *Daily Mail* recently gave details of a duel at Naples between two girls. Both were in love with the same lad (says the *Daily Mail*), and as neither would give voluntarily they determined to fight a duel for the purpose of deciding who was in future to receive the undivided attentions of the young swain. Armed with daggers, the two opponents, accompanied by several girl friends, who acted as seconds, proceeded to the appointed place of meeting. At a given signal the two girls rushed at each other like furies, doing their best to inflict a deadly wound. After several minutes the elder girl, Angiolina, fell to the ground, pierced through the breast. The younger received but three wounds, and was discharged from the hospital, to which she and her adversary were carried. The elder is on the point of death, there being no hope of her recovery.

## THE FRENCH AT AMOY.

(From our own Correspondent.)

AMOY, 6th April, 1901.

The French chartered cable ship *Dioliba* of Marseilles anchored, a few cable lengths south of the terminus of the Eastern Extension Cable station on Kulangsu, early on Wednesday morning. In answer to unofficial inquiries she was reported to be a French chartered store ship; regarding official inquiry, the applicants were referred to the Commanding Officer of the French cruiser *Descaux* now about three weeks anchored in our port. Some time later the *Dioliba* was observed steaming about and the impression, from eye-witnesses, is that she was laying cable. The authorities of the port preserve the greatest reticence about the matter, which no doubt has an important political significance. The *Dioliba* steamed away from the port without affording any further information. It is rumored that a second cable ship was off the harbour and that a direct communication has been established, whether with Foochow or Saigon, your correspondent has not yet been able to ascertain.

8th April. To-day is the first mail since recent occurrences here and I will explain in detail. The French steamer *Dioliba* arrived on Wednesday last and was very reticent as to movements and business. She was observed later to be laying cable, from a point near the Eastern Extension cable landing, and is reported to have laid out to Chapel Island, still returned on Saturday with the cable and still on the reel and trolley all cable in ship expedited, as I saw myself. This move has taken every one by surprise although an Indo-China cable man, by name Brian, has been in the port about three weeks. Shortly after the arrival of the *Dioliba* on Saturday the *Vinh Long* troopship came in and for several hours no one was allowed on board. She has about 500 men and is now coaling, expecting to leave for the North this evening. The *Descaux* remains here. The *Tsukichi Kan* cruiser arrived yesterday, and the *Suma Kan* is expected to-day. The French cable is or will be connected at Chapel Island with a line to Saigon. This end is not on shore, but a strong tower, attached to the end, has been made fast to a post on the beach so that it can be pulled in at any time.

## AT THE MAGISTRACY.

## STEALING A TAP.

Tse Gan, for theft of a water-tap was to-day sentenced to a month's hard labour.

## FIGHTING IN THE MARKET.

Lam Kit and Li Tsai thought the Central Market a fine place for a fight. Mr. Hazeland didn't, and fined them three dollars apiece.

## OPIUM.

Ma Yau, for being unlawfully in possession of 564 tael of raw opium was sentenced by Mr. Hazeland to a fine of \$100 or two months' gaol.

## JUNK MASTERS FINED.

Four junk masters were fined three dollars each for failing to exhibit a light on their vessels. P.C. Mellardy was responsible for the useful lesson taught them.

## THEFT.

Li Lam coveted Chin Ping's three baskets, valued at seventy cents, and his yearning for them overpowered his sense of honesty. Mr. Hazeland gave him a week in Mr. May's charge in which to ponder and repent.

## GAMBLING.

Gambling on the public road cost Wong Tak three dollars or fourteen days' hard, together with the loss of his gambling appliances.

## OBSTRUCTIONS.

The placing of two baskets of vegetables on the roadway near Pedder's Wharf cost Lai Shu \$5.

## A FELONY THAT FAILED.

Ng Sam, who entered a maish in Des Voeux Road, with the intention of committing a felony, was to-day sentenced to three weeks' hard labour despite the fact that he stated he was "only passing along."

## WATCHMAN FINED.

Nam Chin, District Watchman, was charged before Mr. Hazeland with assaulting Un Tong, a coolie. Complainant stated defendant struck him two blows on the head with a truncheon and took him to No. 7 Police Station on a charge of creating a disturbance. After hearing the evidence Mr. Hazeland fined the watchman \$25 or one month.

## ONLY PASSING ALONG.

Wong Fo Yung, who "was only passing along," had a basket in his possession containing sugar valued at about eight dollars. Chinese Constable 262 evidently suspected him of having an abnormally sweet tooth and as he failed to account for his sugar, brought him before Mr. Hazeland. The sugar cost him \$10.

## DRUNKS.

John Hogan a machinist on the U. S. S. *Newark*, had a spree in Ship Street last night and contributed \$5 to the revenue this morning for being drunk and disorderly.

## NUISANCES.

Chai Lok, a cook of Gage Street, made use of the side channel as a handy dumping ground for refuse. It cost him five dollars. Tang Yau threw night soil down a drain in Wellington Street at a similar cost.

## UNLAWFUL WHISTLING.

The master of the steamlunch *Sun Sam* thought music had charms to attract passengers, and gaily trotted his whistle whistling along, side the wharf at Yau-ma-tei. The music brought along Lance Sergeant Burchill and an interview with Mr. Hazeland who thought the whistling worth five dollars to the Colony.

## GAMBLING RAID.

Lance Sergeant Peter Angus raided a gambling house at 8 p.m. on the 9th instant and arrested the three proprietors and fourteen coolies who were gambling. The keepers of the house were this morning fined \$10 each by Mr. Hazeland, and the rest contributed a couple of dollars each to the public funds.

## THE PLAGUE.

Number of cases reported (Chinese) ..... 95

up till noon of the 9th (Other Asiatics) 2

April, 1901 ..... (Europeans) 0

Number of cases reported (Chinese) ..... 0

during the past 24 hours (Other Asiatics) 0

(Europeans) 0

Total number of cases reported to date ..... 97

Number of deaths reported (Chinese) ..... 89

up till noon of the 9th (Other Asiatics) 0

April, 1901 ..... (Europeans) 0

Number of deaths reported (Chinese) ..... 5

during the past 24 hours (Other Asiatics) 0

(Europeans) 0

Total number of deaths recorded to date ..... 94

## SMALL-POX.

Number of cases reported (Chinese) ..... 44

up till noon of the 9th (Other Asiatics) 0

April, 1901 ..... (Europeans) 10

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Judges, or at least a judicial commissioner independent of the Company in the territory.

## ANOTHER PARADOX QUITE.

On the 22nd March a well educated Malay was summoned before the court and fined \$3 for making out a power of attorney for another native. The prosecutor was a gentleman who, although possessing no legal qualifications to practise in any English Colony or other civilized state, nevertheless is allowed by the Charter of North Borneo and generally exercises the profession of an "Advocate and Solicitor."

The inhabitants of Labuan almost to a man would welcome a cessation of this anomaly, and fail to understand how a person who has not been called to the bar at home, neither in any British Colony, has admitted a solicitor, can claim to be the exclusive arbiter of their personal and legal affairs, when his services can be dispensed with without detriment to their interests.

Undoubtedly the Chartered Coy. have no right to license to act as they like in their own territory, a power they use to its utmost extent and to the country's misfortune, but it is quite another matter to inflict on this British Colony—for such it still is, although entrusted to the Chartered Coy. for administrative purposes—the objectionable privilege of one single lawyer, or so-called one, as naturally in any civil or criminal case, the party employing him has an unfair advantage over his adversary, especially when the legal code is so complicated as in this territory, generally imprudent to suit the occasion.

## A PSALM OF (MODERN) LIFE.

With Apologies to the Shade of Longfellow.

Tell me not in mournful numbers  
That you are not what you seem,  
That a wig your head encumbers  
That your teeth are but a dream.

No, Sir, no, I am in earnest;  
Of my teeth not one is whole,  
And the locks that those discern  
Once did deck another's poll.

Then, if others' teeth you borrow,  
Take this fond advice, I pray,  
Choose a set that will to-morrow  
Be as steadfast as to-day.

Lives of great men all remind us,  
That our teeth are not sublime;  
We, departing, leave behind us  
Teeth upon the sands of Time.

Teeth, it may be, that another,  
Sailing on Life's solemn main,  
Some forlorn and toothless brother,  
Seeing may pick up again.

Let us then be up and chewing  
With a heart for any plate,  
And, past memories reviewing,  
Use our teeth ere 'tis too late.

A. B. M.

## MR. HUGH CLIFFORD.

Mr. Hugh Clifford, the late Governor of British North Borneo, and Mrs. Clifford left Sandakan, on their final departure, on the 13th March. The embarkation was fixed for the morning, but the ship could not get on board until night owing to a squall running all day. The *British North Borneo Herald* says that the public of Sandakan can never forget Mr. Clifford for all the good he has wrought among them during his short term of office there. Mr. Alex. Cook, Treasurer-General of the Territory, has received a Commission to act as Governor till the arrival of Mr. Birch, the new Governor, in Labuan.

## THE WRECK OF THE "CITY OF RIO DE JANEIRO."

## THE INQUIRY.

The inquiry of the Federal Inspectors of Hulls and Boilers into the wreck of the Pacific Mail steamship *City of Rio de Janeiro* was continued on the 2nd ult., at San Francisco. Third, Officer Holland, the first witness testified substantially as he had already done before the Coroner. He said that a steamer passed in while the *Rio* was lying at anchor. He could see her lights. He was questioned closely by Captain Bulger as to why he had not obeyed the captain's orders when he was told to awaken the captain at 4 o'clock if it became clear. He could give no satisfactory reason, except that he awakened the pilot, and thought that if Jordan deemed it best he would have the captain awakened.

Quartermaster Frederick Lindstrom, who was on the look-out while the vessel struck, said it was so foggy that the light at the mast-head looked more like a glare than a light. He had just remarked to his fellow-watchman that it was very thick, when he noticed a red glare almost immediately above and in front of him. Just as he noticed this the vessel struck and he was thrown from his feet. This would indicate that the *Rio* was very close in to the fort. He heard no surf and no sound of the Fort Point bell.

Quartermaster Fred Matheson was off duty when the ship struck. He rushed to deck and met Captain Ward, who said to him: "Matheson, the ship is sinking. Get to the lifeboats and cast them loose." Matheson obeyed the order, and saw that all the rats were cut loose. He saw the ship was under water within five minutes after she struck.

Carpenter Frank Cramp gave several new points in his testimony. He said he was on deck when the vessel started in, and when she struck he sounded the forward bell and found ten feet of water. He reported to the captain and then sounded the main bell and found twenty-two feet of water. He believed that the ship was cut open clear back into the after hold, as he knew that all the water-tight bulkheads were in good order and the sluice gates shut. When he sounded the main bell he knew the ship was sinking, for he heard her slide off the rock and felt her right. He thought that she went under in about four minutes after he sounded the main bell.

"Do you think more lives would have been saved if the engineers' crew had been on the upper deck?" asked Captain Bulger.

"Yes," was the reply. "There were ten white men in the engineers' crew. They could have got out the boats."

When asked the speed at which the vessel was going, he said that she was not going at full speed, for the bow was not vibrating as it did when the ship was at full speed. Cramp was asked to sign the stenographer's notes, but said he would sign nothing that he could not read, and as he could not read the shorthand writing he went away without signing.

Daniel Lane, a water-tender, fared badly at the hands of the inspectors. He was asked many questions regarding the fires under the boilers, the amount of steam on, and how long it would take to get up a head of steam. Lane was disposed to shield the engineers' department, but was finally made to admit by Captain Bulger that if the crew had been on the upper deck more lives would have been saved. His final reluctant admission to this effect brought out an indignant "Well, why didn't you say so?" from Captain Bulger.

James Russell, main-deck watchman, had little to add to what had been given. He said that all the lifeboats had been out long before he went up to see about them. He saw none of the engineers' crew.

The examination was adjourned.

## THE PUNJOM MINES.

With additional capital of over half a million dollars in hand, and with the appointment of new and experienced Manager—Mr. Thomas Lester, of one of the leading gold mines in Australia—who assumed duties a few weeks ago, it is to be hoped that the Punjom Coy. is at length on the road to success, says the *Pahang correspondent of the Straits Times*. They have a large reserve of ore in sight and it is expected that crushing will be recommenced in July, by which time the reconstruction of their dam will be finished. The spell of bad weather that has now lasted for over a month has been taken advantage of by the Company, and work on the dam is progressing rapidly, there being an average labour force of 100 coolies employed daily. Mining in the "Mill Gully Shaft" recently opened out was suspended during the greater part of February owing to a heavy influx of water which had to be treated with powerful pumps. The shaft is now dry and sinking has been again resumed. "South Jalis" sinking has reached a hundred feet, from which depth a crosscut is being made which has extended 7 feet so far. They mean to continue this further. Good results are expected from the prospecting now in progress at a place called Swah on the Company's property. The cyanide experiment at Punjom has been somewhat of a failure so far, but, as they still have large quantities of "tailings" to be chemically treated, they mean to revive these works under the new management. From time to time the Company has exported small quantities of gold concentrates for treatment in Europe. These vary in value considerably, according to the percentage of gold contained in each consignment. Punjom is the only mine in Pahang which exports gold concentrates. It is said that Mr. Kerfoot Hughes will return to Hongkong next month. Four additional miners are to be obtained from Australia for the concession. From present indications, it would be safe to predict a more profitable year to the Punjom Mining Company than last.

## THE SOLAR ECLIPSE.

## BEST SEEN AT SUMATRA.

The total eclipse of the sun which takes place on May 12th will not be visible in Europe, but two expeditions are on the point of starting from England to make observations thereon at this side of the world—one proceeding to Mauritius and the other coming out via Singapore, to Sumatra. A party of Dutch scientists is also making its way to the Dutch Indies, the exact destination being Padang, and to this expedition several English observers will probably be attached.

The eclipse will be best observed from Sumatra, where the totality will be of the longest; but, as old-time residents out here are aware, the weather in that part of Malaysia is the reverse of reliable, and therefore Mauritius, where the totality is less but the atmospheric conditions more favourable, will be the place spot for the special expedition organised by the British Astronomical Society. Another expedition, whose baggage and instruments partly left England five weeks ago, will, however, take the risks of observation in Sumatra. This party starts under the auspices of a joint Eclipse Committee of the Royal Astronomical Society and the Royal Society; it is assisted by Government and is headed by Mr. Newall, of Cambridge, and Mr. Turner, of Oxford.

Mr. Barnard, of Yokes Island, U. S. A., is going to Solok, a place inland, where he proposes to take photographs on a large scale of the corona in the same manner as Professor Christie took them in Ovar. Solok is 1,300 ft. above the sea, and it is expected that it will prove an excellent point of observation. H. S. Pigmy was to leave Singapore for Sumatra on Wednesday last on work connected with the Anglo-Netherlands expedition.

## QUEEN VICTORIA'S MEMORY.

## SALUTES TO BE FIRED ON HER ANNIVERSARIES.

It is characteristic of the King's veneration for the memory of his mother that, in revising the list of Royal "silver days" for the present year, His Majesty should have included not only the birthday but also the accession day of Queen Victoria among the anniversaries which are still to be thus honoured. After the current year, the latter of these two dates is to be omitted from the list; but the late Queen's birthday is apparently to be still commemorated in this manner—a fact which has suggested the possibility that it may be in contemplation to institute an annual observance of the date—May 24th—as a public holiday under the name of "Victoria Day." The nearness of the date to the period within which the Whitechapel Bank Holiday falls would probably be found a fatal objection to such an arrangement.

## THE KING'S FRIENDS.

In *Carroll's Magazine* for March is a special article on the personal friends of the new Sovereign. "Among politicians," says the writer, "His Majesty has always been careful to preserve that impartiality which was fitting in the destined holder of a constitutional monarchy. Yet some of his most intimate personal friendships have been with members of this class. To Mr. Gladstone he showed during many years an unvarying kindness and consideration. He and the Princess of Wales visited the old statesman at Hawarden and very long before Mr. Gladstone's death, and the Duke of York were the chief pall-bearers at the funeral of the man who had so long filled the first position in the State. It is pleasant to remember that Mr. Gladstone most fully reciprocated the friendship with which he was thus honoured. On the day on which he passed through London for the last time, he already knew that he was a dying man, he insisted upon fulfilling one social duty, and one only. He drove to Marlborough House, and with his own hand wrote his own and Mrs. Gladstone's names in the Prince's book. The Duke of Devonshire, both as statesman and sportsman, has always been one of those whom the King has esteemed most highly among his friends. Lord Cadogan, with whom his personal friendship dated from his days at Oxford, has been another; whilst Lord Rosebery has not only entertained His Majesty frequently at Menton and at Sandringham but been one of the regular guests at Sandringham on the occasion of the King's birthday. Among statesmen who have passed away, Lord Randolph Churchill must be mentioned as having had a conspicuous place in the circle of Royal friendship. Among the living, Lord James of Hereford, Lord Carrington, and Mr. Chaplin have been honoured in the same way. Whilst mentioning these names, it is perhaps unnecessary to say that they are far from including all the men of eminence in political life who have been ranked among the King's friends. A full list of these would include almost every man of Parliamentary prominence from the days of Lord Palmerston downwards."

## THREATENED TRADE FIGHT BETWEEN RUSSIA AND THE UNITED STATES.

What the New York *Evening Post* (Ind.) calls "the hardest blow we have received in the way of trade reprisals since the war of 1872," and what the Boston *Transcript* (Rep.) calls "the most sensational movement in that direction that has ever confronted us," appears in Russia's increase of the duties on American machinery, steel and iron goods by fifty per cent. This almost prohibitive duty on a class of American trade that has been making a remarkable invasion of the foreign market is imposed in retaliation for Secretary Gage's recent decision that Russian sugar imported into this country must pay the additional tariff imposed on subsidized products. Only about \$300,000 worth of Russian sugar a year is affected by Secretary Gage's decision, while our exports of machinery, steel and iron to Russia are roughly reckoned at about \$7,000,000 a year, and many newspapers think that Russia has returned a blow greatly disproportionate to the provocation. Far from intending to provoke a tariff war, Secretary Gage explains that he was only carrying out the plain provision of the Dingley law that "whenever any country shall pay or bestow the exportation of any article, an additional duty equal to the net amount of such bounty or grant" shall be collected, and the "net amount of such bounties or grants shall be ascertained, determined, and declared from time to time by the Secretary of the Treasury."

The nub of the question seems to be whether or not Russia pays an export bounty on sugar in the meaning of the Dingley law. It appears that Russia levies a tax on beet sugar consumed at home, but remits the tax on sugar exported to foreign countries. If the remission of a tax is a payment of bounty, therefore, Russia pays one; if not, not. On this point the New York *Journal* (Dem.) prints an alleged despatch from S. J. White, the Russian Minister of Finance, saying that "Russian sugar is subject to an indirect impost applying only to internal consumption, and this impost does not apply to sugar exported to foreign countries," and that "no bounty to encourage the export of sugar exists in Russia." On the other side, the New York *Times* (Ind.) prints an interview with Mr. Herman Sielcken, who, it says, has intimate business relations with the American Sugar Refining Company "the sugar trust," which he says that the Brussels Beet Sugar Congress, in 1898, agreed with the claim of its Austrian and German delegates that Russia was paying directly and indirectly the largest bounty of any country in Europe; and Mr. Sielcken adds: "After the close of the Brussels conference, the United States Treasury Department despatched an expert to Russia to investigate the question whether a bounty was paid or not, and to report results. When he returned this expert's reports confirmed the same findings as that which the Brussels Beet Sugar Congress did, that Russia was paying the largest bounty of any continental country in Europe."

The critics of the decision divide their attention between the law and the Secretary. The New York *Sun* (Rep.) thinks that Secretary Gage's order "was of doubtful wisdom," and the Boston *Advertiser* (Rep.) calls it "the result of a tariff provision adopted to oblige the sugar trust." The *Baltimore American*, another Republican paper, remarks that the increased duty will probably bar the Russian sugar from our market, so that our Government will find no additional revenue in the increase, and the "only beneficiary will be the sugar trust, to which every man, woman, and child in the United States will be forced to pay an additional tribute." "It is easy to understand," adds the same paper, "how a doubtful provision in the revenue laws might be decided in the public interests; but it is impossible upon any fair method of reasoning, to comprehend why it should be decided against the most important business interests and against the immediate interests of every human being in the land, except the beneficiaries of the sugar trust." The Philadelphia *North American* (Rep.) makes a similar comment, and adds that "the Germans will be quick to possess themselves of the field from which Secretary Gage has compelled Russia, in self-defense, to bar American manufacturers," and says further that "once the Germans are in possession, even if the courts eventually decide that Secretary Gage was not correct in his construction of the Russian law, it will be a difficult and tedious task for American manufacturers to regain the forfeited territory."

The Philadelphia *Ledger* (Rep.), too, thinks it will hardly pay to start a tariff war for the benefit of a trust which taxes American consumers at its own sweet will and controls labour with an iron hand, and it observes that Congress "could not do a better thing than start the warfare against trusts by repealing this particular clause of the tariff act at once."

Secretary Gage says of his decision that he could not have done anything else. He declares in a newspaper interview: "It is not a question of what the manufacturers desire or ought to be. It is not a question of what the sugar refiners or our beet-sugar raisers desire or think ought to be. It is a question of law and of fact. The Secretary of the Treasury is sworn to enforce the law, not to make law. The late decision as to the liability of Russian sugar to pay a counter-vailing duty is based on the department's apprehension of the law and of the facts. And he says further that "the exemption of Russian sugars from additional duty would rightly be regarded by the other bounty-paying countries as a discrimination against them and in favour of Russia." The Philadelphia *Inquirer* (Rep.) says that "neither the justice nor the illegality" of the Secretary's ruling "has yet been successfully impugned, and unless it can be shown to be either illegal or unjust it will be maintained, regardless alike of Russian displeasure and of Russian retaliation. We don't want to become involved either in a tariff or in any other kind of a war, but if one is to be forced upon us, at least as well as those who choose to adopt the unprofitable policy of aggression." Our trade with Russia, too, the New York *Journal of Commerce* notes, "represents the smallest proportion of annual sales made by the United States to any civilized people under the sun. Sweden and Norway, with less than 7,000,000 inhabitants, bought from us a little more than Russia with her 135,000,000; Denmark, with a little over 2,000,000, bought fully \$4,000,000 more, and even to impoverished Spain we sold last year 33 per cent more than to Russia." "If Europe or any nation of Europe wishes to launch upon a policy of reprisal in the form of heavy or exclusive tariffs on goods made in the United States," says the *Kansas City Journal* (Rep.), "the way is open before her, and we can have no rightful criticism to make. But Europe has experienced enough with this sort of thing to come fully to understand that heavy taxes on American products result in depressing the poor and least efficient of her own citizens without gaining corresponding benefits in the form of greater productive and industrial activities."

The Washington *Post* (Ind.) remarks philosophically:

"It is a self-evident proposition that if the success of our industrial and commercial enterprises depended upon the indulgence of foreign countries, we should have been driven out of the business years ago. The world is wide; the struggle for commercial supremacy is very strenuous; but we ask nothing more than fair dealing and an open field, and these things we intend to have. Meanwhile, we strongly advise our producers and manufacturers to avoid excitement and mental strain of every kind. It is incredible that Russia intends to wage commercial war upon the United States—though we could survive it, should the issue indeed be made—and it is equally incredible that we meditate injustice or unfriendliness toward Russia. It is not to be doubted that dispassionate inquiry and honorable deliberation will soon smother this petty little tempest in a teapot."—*Literary Digest*.

## MINING IN BORNEO.

## FACTS AND PROSPECTS.

Mr. Blair, of the firm of Richardson and Blair, mining engineers, who has lately returned to Sydney, after a visit to Dutch Borneo extending over ten months, was seen the other day by a representative of the *Australian Mining Standard*, and gave a good deal of information respecting some very little-known localities. "I spent eight months in the interior of the island," said Mr. Blair, "in a district in which no white man lives. I prospected the Rapoos Moeroeng River, which runs into the sea near Bandjarmasin, on the south coast of the island. When we got above tidal influence we began prospecting with the dredge, and obtained gold all the way up. The best prospects were obtained in the head waters of the river, and usually below straits of cemented wash which showed itself in the banks. The natives have been getting gold on a small scale as long as the island has been known. They wash the dirt in round wooden dishes made from the thin spurs of the butts of certain trees. The dish is cut out of the spur whilst the latter is still standing, and it is thus held as in a vice whilst it is being fashioned. The washing is done by women, and they become very skillful at it. They put the gold dust in quills and sell it. The country where I was is very flat and heavily covered with bush and timber. The island promises well for dredging, because the rivers are so large, and gold so widely distributed. Among the mines which are being worked in Borneo, Celebes, and Sumatra are the Redjang, Leboeng, Leboeng Soeli, Kahajan, Benjakeng, Passangan, Loemba, Soeli, Hago Bone, Senta, Alluvia, Melawi, Buroo, Fago Jama, Mateuan, Totok, and Monak. Except the first named, which I believe, is giving good returns, being under the control of an English manager, the others are mainly in their preliminary stages. For the Melawi, which was reported upon by Mr. Toby, we are constructing a dredge. The climate of Borneo can hardly be considered healthy. Malaria and beriberi are the prevalent diseases. Nevertheless, the Dutch keep their health remarkably well, and any white man who adopts their methods ought to come out right. I had great difficulty in insuring my life before starting for Borneo. Some of the big offices would not have me at any price. But I came back much stronger than when I started, and fully two stone heavier. With care a man can keep his health right about Celebes is healthier than Borneo. About six months of the year, beginning in October, there is almost incessant rain, and little or nothing can be done. The natives gave no trouble, although there were no other white men in our vicinity. I believe the Dyaks, in the centre of Borneo, are not to be trusted, but otherwise the natives are fairly quiet."

OFFICIAL STUMBLING BLOCKS.

The great trouble is in getting about. Before you can do anything you must get permission from the authorities, and you continue to have to present your passports for inspection. The exclusiveness of the Dutch officials is a great bar and hindrance to the development of the island. Another undesirable feature is the over-capitalization of the mining companies. A concern which expects to spend \$100,000 will perhaps be capitalised at about \$200,000 and the directors, moreover, expect liberal fees from the very jump. When these matters are rectified, I think there will be a future for mining in Netherlands-India."

## SLUMS AT COLOMBO.

In a recent land acquisition lawsuit at Colombo, the Chief Justice, Sir W. J. J. J. J., said as regards slum property in dispute, which fetched a high return—

"My impression is that heavy incomes would be absolutely useless if the authorities did their duty and pulled down all buildings which are miserable shanties like this. Well-built buildings can never give great returns like these cheap, insanitary places."

## FATAL DUEL AT SEVASTOPOL.

## ON THE HISTORIC MALAKOFF.

A great sensation has been caused in naval society at Sevastopol by a fatal duel that was recently fought between Lieutenant Roschtschikofski and Midshipman Lieutenant Roschtschikofski and Midshipman Lieutenant Roschtschikofski, men of good families, and previously good comrades. The cause of the encounter was briefly as follows:—From a private institution with which Lieutenant Roschtschikofski was connected a sum of 3,000 roubles was stolen. As the Lieutenant felt himself responsible, and was not in a position immediately to make good the loss, he accepted a temporary and highly-paid appointment abroad to enable him to do so. A few days after his departure a malicious report was spread to the effect that Roschtschikofski had accused Ilvaski of stealing the money. As soon as the former heard this, he returned to Sevastopol to repudiate the statement attributed to him. The matter appeared to have been satisfactorily and amicably settled, and the Lieutenant was on the point of returning to his foreign post. From some unexplained cause, a few minutes before the departure of the Constantinople steamer, Ilvaski went aboard and grossly and publicly insulted Roschtschikofski. The latter, forgetting his passage fee, came ashore, the matter was then considered by a naval court of honour, which declared that there was no justification for an appeal to arms. Dissatisfied with this decision, the seconds arranged a meeting. Besides the principals, no one but the seconds and a couple of doctors were present. The encounter took place early in the morning on the historic Malakoff, where the late Field-Marshal MacMahon, President of the French Republic, MacMahon, had adopted his well-known motto, "J'y suis, j'y reste." The young officers fought with pistols at twenty-five paces. At the first discharge, Midshipman Ilvaski was shot through the abdomen and liver, and expired shortly afterwards. The Lieutenant will be court-martialled, and, in all probability, acquitted.

## NOTANDA.

## CALENDAR.

APRIL.  
Meteorological means based on ten years' observations to 1899.  
Barometer..... 30.59  
Thermometer..... 62.0  
Humidity..... 85.0  
Rainfall..... 4.08

TO-DAY.  
WEATHER REPORT.  
On date at 10 a.m. On date at 4 p.m.  
Barometer..... 29.95 29.90  
Temperature..... 68 67  
Humidity..... 97 95  
Rainfall..... 0.09 —

TO-DAY.  
Wednesday, 10th April, 1901.

Chinese—22nd of 2nd moon of 27th year of Kwang-shu.  
Sun—Rises..... 5hr. 46min.  
Sets..... 6hr. 16min.  
High water—Morning..... 1hr. 12min.  
Evening..... 1hr. 44min.  
Low water—Morning..... 5hr. 12min.  
Evening..... 7hr. 55min.

ANNIVERSARIES.  
1814—Battle of Toulouse.  
1865—Suez Canal opened.  
1896—Dinner given to Sir Claude MacDonald by the China Association, Shanghai.

TO-MORROW.  
Thursday, 11th April, 1901.

Chinese—23rd of 2nd moon of 27th year of Kwang-shu.  
Sun—Rises..... 5hr. 45min.  
Sets..... 6hr. 17min.  
High water—Morning..... 1hr. 53min.  
Evening..... 2hr. 30min.  
Low water—Morning..... 5hr. 19min.  
Evening..... 7hr. 56min.

ANNIVERSARIES.  
1713—Treaty of Utrecht.  
1873—Hongkong Volunteer Fire Brigade formed.  
1878—Terrific tornado in Canton; 2,000 houses destroyed, 10,000 lives lost.  
1894—British protectorate over Uragra proclaimed.  
1898—Glen Line steamer *Glenurrag* grounded at Woosung.  
1899—Friendly Islands become dependencies of Great Britain.

## AGENDA.

TO-DAY.  
Cargo ex *Princes Irene* subject to rent.

TO-MORROW.  
E. & A. Co.'s steamer *Australian* leaves for Australian Ports.

FRIDAY, 12th.  
Daylight—N. Y. K. steamer *Inaba Maru* leaves for Japanese Ports.  
Noon—C. & Co.'s steamer *Bermida* leaves for Singapore and Europe.

## SHIPPING AND MAIL NEWS.

MAILED DUE.  
French (*Yarra*) to-morrow.  
American (*America Maru*) 12th instant.  
Tacoma (*Olympia*) 12th instant.  
English (*Coromandel*) 13th instant.  
Canadian (*Empress of India*) 16th instant.  
American (*City of Peking*) 20th instant.

The Austrian Lloyd's S. N. Co.'s steamer *Trieste*, left Mofl for this port this morning, the 10th inst.

The H. A. L. steamer *Suez* from Hamburg left Singapore for this port yesterday, the 9th inst., and may be expected here on or about Monday, the 15th inst.

## HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Isla de Luzon* at Kowloon (Dutch).  
U.S.S. *Bennington*..... " "  
U.S.S. *Yorktown*..... " "  
H.M.S. *Ocean*..... " "  
H.M.S. *Litton*..... " "  
Suez..... " "  
Kwaiyang..... " "  
Ping Sui..... " "  
Compania de Filipina..... " "  
Shantung..... " "  
Chowfo..... " "  
Hanoi..... " "  
Hios..... " "  
Lung Tsing..... " "  
Hanchow..... " "  
U.S.S. *Concord*..... " "  
Coloניה..... " "  
Perla..... " "  
Paltana..... " "  
Rosario..... " "  
Taichew..... " "

## PASSED THE CANAL.

Outward—22nd March—*Ceylon, Calchas, Andalusia, Segre, Benavente, Germanicus, Lutz, March, Prinz Heinrich, Rostrum, Muenchen, 29th Mar.—Indus, Shinano Maru, Inabari, 2nd Apr.—Andria, Claverdon, Oslo, Sutherland, 4th Apr.—Ortel, Dornbusch, 9th Apr.—Oak Branch, Glenarney, H. H. Meier, Glentworth, Japan, Claverley, Kawachi Maru, Coningsby, Gloucester City.*

## HOMEBWARD—22nd March—Shanghai.

Mar.—*Glenk, Sado Maru, Alenus, 2nd Mar.—Tonkin, Kiatouchou, 4th Apr.—Izumi, Malacca, 9th Apr.—Wittenburg, Preussen, Ransa.*

## ARRIVALS AT HOME—3rd April—State of Sado Maru, Sydney, 10th April—Glentworth, Tenkin, Glenarney, Kiatouchou.

## SHIPPING.

## ARRIVALS.

KWEIYANG, British steamer, 1,067, A. W. Outerbidge, 9th April—Canton 8th April, General—Butterfield & Swire.  
OBI, British schooner, 1,951, R. Finkham, 9th April—Cardiff 23rd Feb., Patent Fuel—Government.  
THYRA, British schooner, 2,244, Dunning, 9th April—Barrack Dock 15th Feb., Coals—Order.

## IZUMI MARU, Japanese steamer, 2,301, M. Cumow, 9th April—Shanghai 6th April, General—Nippon Yusen Kaisha.

## BENLARI, British steamer, 1,452, Kroble, 10th April—Bangkok 3rd April, Rice—Gibb, Livingston &amp; Co.

## THALES, British steamer, 820, A. J. Robson, 10th April—Swatow 9th April, General—Douglas, Langkai &amp; Co.

## MICHAEL, German steamer, 750, J. Jensen, 10th April—Haiphong 6th April, 2nd Holthow 8th, Rice &amp; General—Jeh &amp; Co.

## HIKOSAN MARU, Japanese steamer, 2,302, P. Hallstrom, 10th April—Kutchinow 6th April, Coal—Mitsui Bussan Kaisha.

## LOOSOK, British steamer, 1,020, J. B. Jackson, 10th April—Bangkok via Swatow 1st April, Rice and General—Butterfield &amp; Swire.

## BAMBERG, German steamer, 2,560, H. Yeebo, 10th April—Yokohama 23rd Mar., General—Carlowitz &amp; Co.

## FEIVANG, German steamer, 970, W. Wiese, 10th April—Chinkiang 6th April, Beanoil—Siemens &amp; Co.

## DAIJIN MARU, Japanese steamer, 900, T. Ogata, 10th April—Swatow 9th April, General—Mitsui Bussan Kaisha.

## Clearances at the Harbour Office.

Sarnia, German str., for Amoy.  
Chihli, British str., for Shanghai.  
Sungliang, British str., for Amoy.  
La Rhone, French str., for Canton.  
Kangnam, British str., for Canton.  
Arrival, British str., for Singapore.  
Guthrie, British str., for Shanghai.  
Taiyuan, British str., for Singapore.  
Germania, German str., for Saigon.  
Wu Kwai, British steamer, for Wuchow.  
Whampoa, British str., for Shanghai.  
Inaba Maru, Japanese str., for Kobe.

## Departures.

April 9, *Aurora*, British cruiser, for Singapore.  
April 10, *Sungliang*, British str., for Amoy.  
April 10, *Reynolds*, British str., for Mofl.  
April 10, *Arraton Apear*, British str., for Singapore.  
April 10, *Anping Maru*, Jap. str., for Swatow.  
April 10, *Yuenang*, British str., for Manila.  
April 10, *Herford*, German cruiser, for Shanghai.  
April 10, *Glenfahilly*, British str., for Amoy.  
April 10, *Jaguar*, Gen. gunboat, for practice.  
April 10, *Kwangle*, British str., for Shanghai.  
April 10, *Taiyuan*, British str., for Thursday Island.

## Passengers—Arrived.

Per *Izumi Maru*, from Shanghai—2 Europeans and 1 Japanese.  
Per *Thales*, from Swatow—125 Chinese.  
Per *Loosok*, from Bangkok and Swatow—Mr. Suttler, 1 Japanese and 334 Chinese.  
Per *Michael Jensen*, from Haiphong and Hoihow—2 Frenchmen and 17 Chinese.  
Per *Daijin Maru*, from Swatow—60 Chinese and 1 Japanese.

## Departed.

Per *Yuenang*, for Manila—Messrs. Ramon Lopez, P. A. Williams, W. B. Powell, F. Hurst, Ontario Kimoto, Archibald MacKillop, L. W. Warner, B. Steeham, H. Richardson, Hiego Yura, M. Tashiro, H. Masuo, Miss Felicidad Lopez, Masters Ramon Lopez, H. Lopez and M. Moreno, Dr. J. T. Habel, Mr. and Mrs. L. M. Levy, Messdames Kishi Hiron, Tatsu Kiemura, Oshi Imasuga, Tomo Yura, Masuo, San Yura, Otoku K, and Okoyo.

## STEAMERS EXPECTED.

Names. From. Due.

Yarra..... Saigon..... To-morrow  
America Maru..... Japan..... April 12th  
Coromandel..... Singapore..... April 13th  
Trieste..... Japan..... April 14th  
Suevia..... Singapore..... April 15th  
Empress of India..... Vancouver..... April 16



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Bainbridge	KOBE and YOKOHAMA	FRIDAY, 12th April, at Daylight.
SANUKI MARU..... W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 19th April, at Daylight.
KASUGA MARU..... E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April, at Noon.
IDZUMI MARU..... W. J. Curnow	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 19th April, at 4 P.M.
HIROSHIMA MARU..... S. Yoshizawa	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April, at Noon.
SHINANO MARU..... G. E. P. Cook	KOBE and YOKOHAMA	FRIDAY, 26th April, at Daylight.
YAWATA MARU..... A. E. Mores	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th April, at 4 P.M.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 3rd April, 1901.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAMBERG..... Jacobs	HAVRE and HAMBURG, (LONDON with transshipment in HAMBURG)	11th April, Freight.
ASTORIA..... Ostermann	NEW YORK, (via SUEZ CANAL).	About 4th May, Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, &amp;c., apply to CARLOWITZ &amp; Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA. U.S. MAIL LINE.  
TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. PACIFIC MAIL STEAMSHIP CO.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco, via Inland Sea of Japan and Honolulu	Tuesday, 23rd April, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco, via Inland Sea of Japan and Honolulu	Thursday, 16th May, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	San Francisco, via Inland Sea of Japan and Honolulu	Tuesday, 11th June, at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 23rd April, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address, in full; value of same is required.

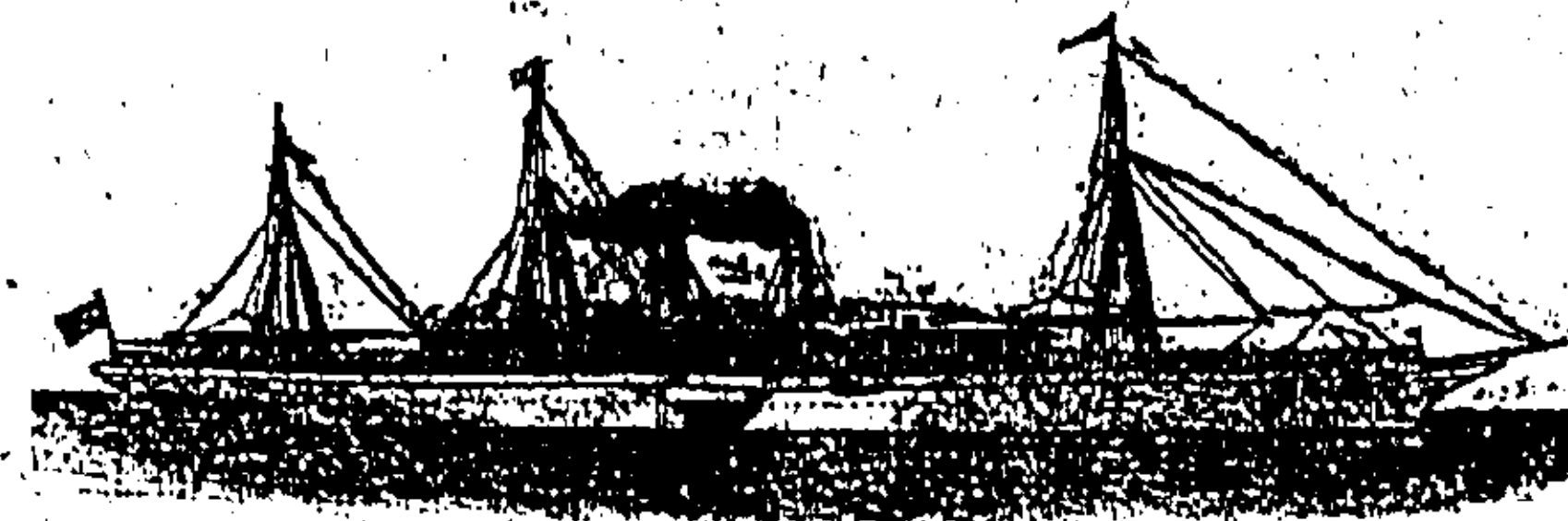
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

GEORGE ECKLEY, Acting Agent.

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.  
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 15th May.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 3rd April, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

STEAMERS.	TONS.	CAPTAINS.	PROPOSED SAILINGS.
Glenogle.....	3,750	W. Frakes	April 11
Olympia.....	2,837	J. Truebridge	April 26
Tacoma.....	2,811	A. Dixon	May 17

PROPOSED SAILINGS FROM HONGKONG.  
Capit. (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th May, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st June, at Noon.

THE Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 3rd April, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.  
IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.  
VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.  
Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.  
Straitghyle... about April 18

THE Steamship "STRAIGHTGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about THURSDAY, the 18th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Butterfield & Swire, Agents.

Hongkong, China and Japan.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"WOOSUNG"	11th instant.
Do	"FOOTING"	13th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	"TSINAN"	20th instant.
MANILA.....	"TSINAN"	20th instant.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 10th April, 1901.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW.....	"ULYSSES"	12th April.
GLASGOW and LIVERPOOL.....	"CALOCHAS"	20th April.
"	"DARDANUS"	2nd May.

## HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"IDOMENEUS"	16th April.
" VIA MANILA.....	"AGAMEMNON"	18th April.
"	"AJAX"	30th April.
"	"ANTENOR"	14th May.
LIVERPOOL (DIRECT).....	"TANTALUS"	15th April.
(Taking Cargo at LONDON RATES).....	"PERSEUS"	15th May.

For Freight, apply to

BUTTERFIELD &amp; SWIRE, Agents, O. S. S. Co.

Hongkong, 10th April, 1901.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "AUSTRALIAN," Captain P. T. Helms, will be despatched as above TO-MORROW, the 11th April.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 25th March, 1901.

NAVIGAZIONE GENERALE ITALIANA, (Florida and Rubattino United Companies).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "BORMIDA," Captain Costa, will be despatched as above on FRIDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 9th April, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship "DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th April, 1901.

THE OSAKA SHOSHEN KAISHA, FOR TAKAO.

THE Company's Steamship "TAITO MARU," Captain S. Hime, will be despatched as above on or about MONDAY, the 15th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th April, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship "TRIESTE," Captain Mitis, will be despatched as above on TUESDAY, the 16th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 6th April, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship "RICHMOND CASTLE," will be despatched for the above Port on or about the 20th instant, and will be followed by the S.S. "PATHAN," "FERDENE" and "LOWTHER CASTLE."

For Freight, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 25th March, 1901.

## Insurance.

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1899.

## Auction.

GOVERNMENT NOTIFICATION. No. 201.

THE following Particulars and Conditions of Sale of Crown Land, by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 15th day of April, 1901, at 3 P.M., are published for general information.

By Command, T. SERCOMBE SMITH, Acting Colonial Secretary.

Colonial Secretary's Office, Hongkong, 29th March, 1901.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 15th day of April, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	LOCALITY.	Boundary Measurements.	Containing Acres, Roods, and Perches.	Upset Price.
1.	1,635	Inland Lot No. 1,635, Tapingshan Street and Pound Lane, Tapingshan.	40 ft. 40 ft. 45 ft.	14 00 58	7,000

## Consignees.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC."

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai, and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 13th instant, will be subject to rent. No Fire Insurance has been effected.

GEORGE ECKLEY, Acting Agent.

Hongkong, 6th April, 1901.

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship "INABA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 16th instant, will be subject to rent. No Fire Insurance will be effected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 19th instant, or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th April, 1901.

## NOTICE OF REMOVAL.

I BEC. to inform my Patrons and Public generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE, (D'Aguiar Street).







The Share Market.

LATEST QUOTATIONS.  
(April 10th.)

Companies.	Paid up Capital.	Latest quotation.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	357 premium
The Bank of China (Preference)	£ 5	Nominal
The Bank of China (Ordinary)	£ 4	£1
The Bank of China & Japan, Limited	£ 4	£1
The Bank of China & Japan, Limited (Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$263 buyers
Do. Founders	£ 1	\$15 sellers
<b>Marine Insurance.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$270 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$55 sales
North China Ins. Co., Ltd.	\$ 25	Tls. 180 sellers
Yangtze Ins. Assoc. Ltd.	\$ 60	\$124 sales
Canton Ins. Office, Ltd.	\$ 30	\$155
Straits Ins. Co., Ltd.	\$ 20	\$1
<b>Fire Insurance.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$320 sales
China Fire Ins. Co., Ltd.	\$ 20	\$83 sales
<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$33 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	\$120 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$50 sellers
Do. Id.	\$ 30	\$36 sellers
Douglas Steamship Co., Ltd.	\$ 50	\$48 sales
China Mutual S.S. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 10	£12 buyers
China Mutual S.S. Co., Ltd. (Ordinary)	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 10	\$23 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	£3.25 sellers
<b>Refineries.</b>		
China Sugar Refining Co., Ltd.	\$100	\$135
Luzon Sugar Refining Co., Ltd.	\$100	\$39 sellers
<b>Mining.</b>		
Punjom Mining Co., Ltd.	\$ 8	\$4 sellers
Punjom Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	Fr. 250	\$315
Queen Mine, Ltd.	250	10 cents
Jebeba Mining and Trading Co., Ltd.	\$ 5	\$5 sales
Ranb. Alhan Gold Mining Co., Ltd.	1750	\$39 sales
Oliver Freehold Mines, Ltd. A.	\$ 5	\$23 sellers
Oliver Freehold Mines, Ltd. B.	\$ 5	85 cents sales
Great Eastern & Caledonian Gold Mining Co., Ltd. (Preference)	\$ 1	40 cents
Do. (Preference)	\$ 1	40 cents
Do. (Preference)	\$ 1	40 cents
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	255 buyers
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$104
Wanchai Warehouse & Storage Co., Ltd.	\$ 374	\$63 buyers
New Amoy Dock Co., Ltd.	\$ 62	\$24 sellers
<b>Land, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	10	\$94 sellers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$200 sales
Whampoa Land and Building Co., Ltd.	\$ 30	\$28 sales
West Point Building Co., Ltd.	\$ 50	\$50 sales
H'kong Hotel Co., Ltd.	\$ 50	\$120 buyers
Oriental Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$132 buyers
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$74 sales
Ewo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 45 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 45
Loos-kung-moon Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 55
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 45
<b>Cigar Companies.</b>		
Alhambra, Limited	\$500	200 premium
La Commercial, Ltd.	\$500	70 premium
Hensiana Limited	\$500	100 premium
La Favorita	\$500	100 premium
<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$183 sales
China-Borneo Cement Co., Ltd.	\$ 15	\$39 buyers
A. S. Watson & Co., Limited	\$ 10	\$17 buyers
Watkins, Limited	\$ 10	\$104 sellers
Hongkong Electric Co., Limited	\$ 10	\$13 sales and
Hongkong Electric Co., Limited	\$ 5	\$7 sellers
Hongkong and China Gas Co., Ltd.	£ 10	\$130 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$157
Gao Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$163 buyers
H'kong High Level Tramway Co., Ltd.	\$100	\$200 sellers
Dairy Farm Co., Ltd.	\$ 6	\$7 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos East-Asian Agency, Ltd.	£ 1	\$12 buyers
United Asbestos Oriental Agency, Ltd.	£ 4	\$84 sales
Carmichael & Co., Ltd.	\$ 20	\$7
Tebrau Planting Co., Ltd.	\$ 5	\$3 sellers
Universal Trading Co., Ltd.	\$ 5	\$5 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7 cum call
China Light & Power Co., Ltd.	\$ 20	\$20

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. H. W.	Iturri, Mr. F.
Angus, Mrs.	Jackson, Mrs. J. B. and child
Atkinson, Mrs. & Miss	Jones, Mr. D. J.
Bailey, Mr. W. S.	Jones, Mr. D.
Barney, Mr. J. W.	Jones, Mr. D.
Beldin, Mr. H. K.	Karman, Mr. S.
Bell, Mr. and Mrs. O. M. D.	Katsch, Mr. E. A.
Bell, Mr. E. A. S.	Kawada, Mr. T.
Beringer, Mr. F. J. G.	Kiene, Mr. and Mrs. F.
Bielfield, Mr. F.	King, Maj. H. S., R.E.
Birks, Mr. and Mrs. C.	Kirkwood, Mr. J.
Blair, Mr. D.	Lambton, Mr. R. S.
Black, Mr. D. F.	Lemaire, Mr. P.
Borthwick, Mr. & Mrs. R. W.	Lesser, Mr. F.
Bousard, Mr. J. M.	Littledale, R.E., Major
Bowyer, Mr. J. M.	Long, Mr. & Mrs. D. M.
Branch, Capt. B.	Macdonald, Dr. J.
Brathright, R.N., Lt.	Macaulay, Dr. H.
Brice, Capt. and Mrs.	McLellan, Mrs. and
Burnie, Mr. C. M. G.	infant
Cameron, Mr. D. F.	Mongallard, Mr. C. O.
Cann, Mr. W. H.	de
Cann, Mr. J. W.	Morris, Mr. C. R.
Clark, Dr. & Mrs. F.	Mould, R.E., Maj. C. F.
Colson, Mr. T. S.	Orr, Mr. R.
Cooper, Mr. F. S.	Orr, Capt. S. W.
Derrick, Mr. E. H.	Parfitt, Mr. G.
Discombe, Mr. G. M.	Pearce, Mr. J.
Dorehill, R.A., Major	Pearce, Mr. J.
Duff, Mr. W. S.	Pick, Mr. S.
Dyson, Capt. P. S.	Pratt, Mr. B.
Emerson, Mr. and Mrs. M. C.	Reid, Mr. H. J.
Elder, Mr. C.	Rosby, Capt. W.
Field, Mr. H. C.	Rusby, Mr. C. R.
Francis, Mr. G. R.	Seymour, Mr.
Garret, Mr. H. G.	Shields, Mr. A. H.
Gibson, Mr. and Mrs. Kennedy	Smith, Mr. E. S.
Glover, Mr. C.	Smyth, Mrs. F.
Goddard, Capt.	Sontar, Mr. D.
Grant, Mr. D. A.	Stanley, Mr. C. L.
Grant, Mr. John	Steel, Mr. W.
Grove, Mr. Thos.	Stevens, Mr. H. Goyne
Hamilton, Mr. H. A.	Stewart, Mr. E. H.
Handman, Mr. H.	Swar, Mr. H.
Harding, Mr. & Mrs. J.	Taylor, Mr. D. G.
Harford, Capt.	Tibbey, Mr. H. M.
Haveney, Mr. T. C.	Todd, Mrs.
Higginbotham, Mr. H. E.	Vanderpool, Mr. & Mrs.
Hobden, Mr. H.	Wakeman, Mr. G. H.
Hochappel, Mr. E. C.	Watts, Mr. and Mrs.
Horsley, Mr. H. H.	Frank W.
Howard, Mr. Thos.	Whiteley, Mr. W. J. G.
Hawkins, Mr. & Mrs. J. D.	Wild, Lieut. and Mrs.
Huddleston, R.M.I., Lt.	Williams, Mr. P. A.
Huke, Mr. and Mrs. A. N.	Williamson, Mrs. J.
	Ziepler, Mr. H.
	Zinn, Mr. W. H.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Harston, Dr. and Mrs.
Benjamin, Mr. S. S.	G. M.
Bonnar, Mr. J. W. C.	Hays, Mr. J.
Brayne, Mr. H. F. R.	Hughes, Col. G. A.
Brown, Colonel F.	Lang, Dr. K.
Burnshaw, Major and Mrs.	Lang, Dr. K.
Butt, Mr. and Mrs.	Mackie, Mr. C. Gordon
Butt, Mr. and Mrs.	Martin, Mr. R.
Butt, Mr. and Mrs.	McGowan, Mr. A.
Carrington, Sir John	Miller, Mr. and Mrs.
C.M.G.	Newall, Mr. Stun G.
Carrington, Miss	O'Connell, Col. Thos.
Collard, Col.	Oppenheim, Mr. J.
Cromie, Mr. A. F.	Pollock, Mr. H. E.
Crookenden, Col.	Pyne, Capt. R.A.M.C.
Dann, Mr. G. H.	Pyne, Mrs.
Drion, Mr. F.	Quinn, Mr. M.
Erdie, Mr. J. S.	Rouse, Mr. A. B.
Forbes, Mr. Andrew	Shelton, Mr. Edward
Fraser, Mr. and Mrs. H. W.	Sinclair, Mr. A. G.
Graham, Mr. D. M.	Tomlin, Mr. G. L.
Graham, Mrs. W. D.	Wegless, Mr. H. J.
Giffin, Major W. W.	Wheeler, Col.
Giffin, Major W. W.	Wheeler, Col.
Gumpert, Mr. and Mrs.	Wheeler, Mr. H. B.

CRABTREEBURN.

Anderson, Mr. Jas.	Canton, Staff-Surg. H.
Andrews, R.N., Staff	Canton, Staff.
Surg. and Mrs. A. G.	Lewis, Mr. M. C. C.
Binder, Mr. Gustav	Ross, Mr. John A.
Brown, Mr. and Mrs.	Volpicelli, Consul
H. Matheson	

KOWLOON HOTEL.

Craighead, Mr. J. V.	Mourou, Capt.
Downs, Mrs. Lottie	Mourou, Master P.
Frake, Capt.	Nigo, Capt.
Goddard, Mr. and Mrs.	Orchard, Mr. & Mrs. W.
P. B.	Sewadowski, Mrs. J.
Hillebrand, Capt.	E.
Hoashi, Mr. S.	Thomson, Mr. & Mrs.
Leary, Lieut. C.	Wittmuss, Capt.
Maslorey, Mr. W. von	

EXCHANGE.

Hongkong, 10th April.	
ON LONDON, Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Credits, 4 months' sight	111 1/2
D'cents, 4 months' sight	111 1/2
ON BERLIN, (demand)	M. 195
ON PARIS, Bank Bills, on demand	2.451
Credits, 4 months' sight	2.451
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	47 1/2
ON BOMBAY, Telegraphic Transfer	146 1/2
On demand	146 1/2
ON SHANGHAI, Telegraphic Transfer	72 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA, T.T. 30 days' sight	34 1/2
Sovereigns, Bank's Buying Rate	\$10.20
Gold Leaf, 100 touch, per incl	\$2.35
Bar Silver	\$2.35
Dollars	47 1/2

OPIMUM QUOTATIONS.

Hongkong, 10th April.	
New Patna	\$924/925 per chest.
New Benares	\$945/950
New Malwa	\$820 per picul.
Old Malwa	\$830/840
Persian good quality	\$825

VESSELS IN PORT.

<b>Steamers.</b>	
ATHENIAN, British steamer, 2,444 H. Mowatt, 8th April, Vancouver via Comox, Kobe and Moji 7th March, Timber and Flour.—C. P. R. Co.	
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 7th April, Kobe 2nd April General.—Gibb, Livingston & Co.	
BORMIDA, Italian steamer, 2,303 Costa, 7th April, Bombay 18th Mar. and Singapore 30th, General.—Carlowitz & Co.	
CHELYDRA, British steamer, 2,467, J. T. Davies, 9th April, Calcutta 2nd March General.—Jardine, Matheson & Co.	
CHIHUI, British steamer, 1,150, Newcomb, 2nd April, Chinkiang and Wuhu 29th March General.—Butterfield & Swire.	
CHOWA, British steamer, 1,055, J. Williamson, 20th Mar., Bangkok 21st March, and Swatow 20th, Teakwood and Rice.—Butterfield & Swire.	

CLAREING, British Steamer, 2,355, J. Barker, 10th Mar., Port Natal, Ballast.—Doddwell & Co., Ltd.

CORTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 4th April, San Francisco 21st March, Honolulu 14th, Yokohama 21st, Kobe 28th, Nagasaki 30th, and Shanghai 2nd April, Mails and General.—O. & O. S. S. Co.	
DAPHNE, German steamer, 1,911, Th. Nissen, 9th April, Moji 4th April, Coal.—Stensen & Co.	
ESMERALDA, British str., 956, G. H. Blaxland, 7th April, Manila 4th April, General.—Sheehan, Jones & Co.	
ETRURIA, British steamer, 1,490, M. Crockett, 3rd April, Chinkiang 30th Mar., General.—Jardine, Matheson & Co.	
EVA, German steamer, 2,083, Chr. Petersen, 7th April, Kobe 31st March, Flour.—Arnhold, Karberg & Co.	
FORMOSA, British steamer, 674, A. E. Hodgins, 4th April, Tamsui 1st April, Amoy 2nd, and Swatow 3rd, General.—Douglas, Lap-mak & Co.	
GERMANIA, German steamer, 1,713, A. Ben-dixen, 2nd April, Surabaya 21st March, Sugar.—Johans & Co.	
GUTHRIE, British steamer, 2,238, W. G. McArthur, 9th April, Sydney 17th March, Brisbane 19th, Townsville 22nd, Thursday Island 26th, Port Darwin 29th and Manila 6th April, General.—Gibb, Livingston & Co.	
HANGHONG, British steamer, 999, J. Pearce, 21st Mar., Shanghai 18th Mar., General.—Butterfield & Swire.	
HANOI, French steamer, 768, Pannier, 20th Mar., Hanoi 18th Mar., General.—A. R. Marty.	
HATING, French steamer, 507, W. Baat, 23rd Mar., Haiphong and Hanoi 22nd Mar., General.—A. R. Marty.	
HINSANG, British steamer, 1,536, P. H. B. Lake, 6th April, Samarang 19th March, Sugar.—Jardine, Matheson & Co.	
HONGKONG, French steamer, 735, Pannier, 8th April, Haiphong 5th April, and Hanoi 7th, General.—A. R. Marty.	
INADA MARU, Japanese steamer, 3,834, Wm. Bainbridge, 9th April, London via ports 1st March, General.—Nippon Yusen Kaisha.	
KUTSANG, British steamer, 1,461, Bradley, 7th April, Hongay 5th April, Coal.—Jardine, Matheson & Co.	
PALAYO, British steamer, 1,100, Brynne, 6th April, Langkat 2nd Mar. and Singapore 20th, Kerosine.—Arnhold, Karberg & Co.	
PERMATH, British transport, 1,959, W. H. West, 27th Mar., Woonung 23rd Mar., Ballast.—Order.	
PERLA, British steamer, 1,274, R. W. Almond, 24th Mar., Manila 21st Mar., Ballast.—Sheehan, Jones & Co.	
PETARCH, German steamer, 1,352, Ucher, 25th Mar., Manila 20th Mar., Ballast.—Sander, Wier & Co.	
PETRIANA, British steamer, 1,140, Snope, 25th Mar., Belik (Papua) 19th Mar., Kerosine.—Arnhold, Karberg & Co.	
PHRA NANG, German steamer, 1,200, A. S. Calder, 6th April, Bangkok 31st March, Rice.—Melchers & Co.	
PING SUY, British steamer, 4,149, Pernelle, 7th April, Seattle Wash 1st March and Manila 4th April, Ballast.—Jardine Matheson & Co.	
POMPELY, American steamer, 785, J. H. Serive, 21st Mar., Manila 18th Mar., Coal.—U. S. Navy.	
SATURN, American ship, 1,817, J. H. Potter, 29th Mar., Reef Pratas 28th March.	
SHANTUNG, British steamer, 1,835, T. Qual, 2nd April, Hongay 30th March, Coals.—Butterfield & Swire.	
STRATHGYLE, British steamer, 3,284, G. R. Gordon, 5th April, Moji 1st April, General.—Butterfield & Swire.	
TAICHOW, German steamer, 862, W. Reher, 6th April, Bangkok 30th Mar., W. Reher.—Butterfield & Swire.	
TAISHUN, American steamer, 1,216, Patterson, 8th April, Shanghai 3rd April, General.—C. M. S. N. Co.	
TAMBERG, Norwegian steamer, 710, Hans Dahl, 4th April, Singapore 24th March and Saigon 1st April, Rice.—Sander, Wier & Co.	
TARTAR, British steamer, 2,768, G. D. Bowley, 4th April, Tacoma 5th Mar., Flour.—C. P. R. Co.	

Sailing Vessels.

ADOLPH OBRIG, American ship, 1,262, Ambury, 19th Dec., New York 2nd June, and Chefoo 12th Dec., Oil.—Standard Oil Co.	
DUNDEE, British ship, 1,998, Hemming, 14th Oct., New York 29th June, Kerosine Oil.—Standard Oil Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec., Cardiff to Cape Town 26th Sept. Coal.—Government.	
HOTIE C. SMITH, American ship, 45, Riley, 24th Feb., Yap 14th Feb., Ballast.—Master.	
LARGO BAY, British ship, 1,178, F. Adams, 7th April, Nagasaki 1st April, Ballast.—Sander, Wier & Co.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar., Ponape and Caroline Island 1st Mar., Copra.—Master.	
LUZON, American 4-masted schooner, 512, Aderson, 31st Mar., Port Townsend 28th Dec., General.—Holliday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar., from New York, Oil.—Standard Oil Co.	
MERCURY, German schooner, 52, Warnes, 23rd Feb., Yap 9th Feb., Ballast.—Stensen & Co.	
PAUL RIVER, American ship, 1,641, A. Wilson, 20th Feb., New York 26th June, Oil.—Standard Oil Co.	
PRESIDENT, British bark, 766, R. B. Munro, 3rd April, Rajah 8th Feb., Timber.—Ping On Co.	
SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast.—Master.	
VIMBICA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan., New York 3rd Sept. Case Oil.—Oiler.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, April 10th, 1901.	
Albatross, despatch-vessel, 1,700 tons, 10 guns, 5,000 i.h.p., Comdr. G. F. M. Craddock, en route Shanghai.	
Albatross, despatch-vessel, 1,700 tons, 10 guns, 5,000 i.h.p., Comdr. E. H. Hunt, Singapore.	
Arcturion, 2nd-class cruiser, 3,400 tons, 10 guns, 5,000 i.h.p., Capt. J. Starin, Hongkong.	
Argentine, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 10 guns, Capt. G. H. Cherry, R.N., Shanghai.	
Astraea, British 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,000 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Singapore.	
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,100 i.h.p., Captain G. J. S. Wain, en route Wauing.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Hongkong.	
Bombardier, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Capt. C. J. G. Sawle, Taku.	
Brantley, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leakey, Amoy.	

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,000 i.h.p., Shanghai.

Wiley, Bart., Shanghai.

**Britannia**, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foochow.

**Centurion**, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, C.B., en route Shanghai.

**Daphne**, 1st-class cruiser, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Wainwright-Ingram, Shanghai.

**Dido**, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 i.h.p., Capt. Tillard, Shanghai.

**Endymion**, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. G. A. Callaghan, C.B., Shanghai.

**Esch**, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

**Fame**, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

**Firebrand**, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., in reserve.

**Glory**, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain F. S. Ingfield, Woosung.

**Goliath**, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wint, Hongkong.

**Handy**, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 i.h.p., in reserve.

**Hari**, twin screw, torpedo-boat destroyer, 2 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

**Hermion**, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

**Humber**, storeship, 1,440 tons, 800 i.h.p., Com. H. J. Davidson, Canton.

**Isis**, 2nd-class cruiser, 5,650 tons, 11 guns, 9,000 i.h.p., Capt. Charles Windham, Weihai-wei.

**Janus**, torpedo-boat destroyer, in reserve.

**Linnah**, gun-vessel, 736 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. W. Smythe, Hongkong.

**Lizard**, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut.-Comdr. J. C. Watson, Hongkong.

**Ocean**, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Hongkong.

**Orlando**, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

**Otter**, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

**Phenix**, 1st-class gunboat, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

**Pigmy**, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, Spion Kop.

**Pique**, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

**Plover**, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

**Redpoll**, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Shanghai.

**Robin**, river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, Hongkong.

**Rosario**, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, Shanghai.

**Sandpiper**, British river-gunboat, 2 guns, Lieut. Comdr. Carr, West River.

**Sntpe**, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

**Swift**, 2nd-class gunboat, 756 tons, 6 guns, 370 i.h.p., Hongkong.

**Taku**, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beany-Pownall, Hongkong.

**Tamar**, receiving ship, 4,600 tons, Commodore Beany-Pownall, Hongkong.

**Terrible**, 1st-cl. battleship, 14,200 tons, 3 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

**Twined**, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

**Waterwitch**, surveying ship, 620 tons, Lieut. Comdr. Lyne, Manila.

**Whiting**, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt.-Comdr. Mackenzie, D.S.O., Hongkong.

**Wivern**, coast defence ship, 2,750 tons, 4 guns, 3,000 i.h.p., Hongkong.

**Woodcock**, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. W. A. S. Kiukian, Hongkong.

**Woodlark**, river-gunboat, 4 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.